

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - November 29, 2006 - 3:30 P.M.
State Administrative Board Meeting - December 5, 2006 - 11:00 A.M.

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

MINERAL LEASES

1. THREE DIRECT METALLIC MINERAL LEASES - DEVELOPMENT AND DEVELOPMENT WITH RESTRICTION: Dennis Biteman of Sheridan, Wyoming, State-owned surface and mineral rights, 720 acres, more or less, Section 16, T41N, R28W, Breen Township, Dickinson County and Sections 27 and 34, T44N, R31W, Mansfield Township, Iron County.

Terms: Ten-year term, standard annual rental (\$3.00 per acre), royalty (variable) and bonus consideration \$2,160.00 (\$3.00 per acre).
2. THREE DIRECT METALLIC MINERAL LEASES - DEVELOPMENT: Dennis Biteman of Sheridan, Wyoming, State-owned surface and mineral rights, 560 acres, more or less, Sections 12, 13, and 14, T43N, R31W, Mansfield Township, Iron County.

Terms: Ten-year term, standard annual rental (\$3.00 per acre), royalty (variable) and bonus consideration \$1,680.00 (\$3.00 per acre).
3. ELEVEN DIRECT METALLIC MINERAL LEASES - DEVELOPMENT AND DEVELOPMENT WITH RESTRICTION: Prime Meridian Resources, Inc. of Fond du Lac, Wisconsin, State-owned surface and mineral rights, 1,117.93 acres, more or less, Sections 3 and 4, T43N, R32W, Sections 7, 8, 17, 18, 35 and 36, T44N, R32W, Crystal Falls Township, Iron County and Sections 29, 32, and 33, T46N, R29W, Humboldt Township, Marquette County.

Terms: Ten-year term, standard annual rental (\$3.00 per acre), royalty (variable) and bonus consideration \$3,353.79 (\$3.00 per acre).
4. FOUR DIRECT METALLIC MINERAL LEASES - DEVELOPMENT AND DEVELOPMENT WITH RESTRICTION: Trans Superior Resources, Inc. of West Vancouver, British Columbia, State-owned mineral rights, 1,345.56 acres, more or less, Sections 21, 27, 29, and 31, T49N, R37W, Laird Township, Houghton County.

Terms: Ten year term, standard annual rental (\$3.00 per acre), royalty (variable) and bonus consideration \$4,036.68 (\$3.00 per acre).

5. ONE DIRECT OIL AND GAS LEASE - DEVELOPMENT, O.I.L. Energy Corporation of Traverse City, Michigan, State-owned mineral rights, 20 acres, more or less, Section 35, T31N, R05W, Warner Township, Antrim County.

Terms: One-year term, no extensions, 3/16 royalty, \$1,000.00 bonus consideration (\$50.00 per acre), and \$2.00 per acre rental.

6. ONE DIRECT OIL AND GAS LEASE - DEVELOPMENT: O.I.L. Energy Corporation of Traverse City, Michigan, State-owned mineral rights, 20 acres, more or less, Section 30, T31N, R04W, Elmira Township, Otsego County.

Terms: One-year term, no extensions 3/16 royalty, \$1,000.00 bonus consideration (\$50.00 per acre), and \$2.00 per acre rental.

The Director of the Department of Natural Resources approved Item 1 through 4 on November 9, 2006. The Chief of Forest, Mineral and Fire Management approved Items 5 and 6 on November 13, 2006. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: November 29, 2006– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: December 5, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

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SUBCONTRACTS

1.	Midwest Trenchless Services	Low Bid:	\$37,486
	351 West 136th Street	Engineer's Estimate:	\$42,000
	Grant, MI 49327	Over/Under:	-10.7%

Description of Work: Culvert Cleaning

Approval is requested to authorize the Midland County Road Commission to award a subcontract for culvert cleaning, debris disposal, pumping water out of the existing ditch, and installation of a culvert slip liner at US-10 and M-18 in Midland County. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To improve the road condition by performing culvert cleaning, disposing of debris, pumping water out of the existing ditch, and installing a culvert slip liner at US-10 and M-18 in Midland County.

Benefit: Regular cleaning of catch basins is required to ensure proper operation of the roadway drainage system by allowing it to convey water from the roadway surface and subgrade.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: Proper operation of the catch basins and road drainage system will ensure that safe driving conditions are maintained during storms and will extend the life and integrity of the roadway.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49327.

CONTRACTS

2. HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)
Tract 1051, Control Section 50014, Parcel 721, Part C

The subject tract is located in the city of Sterling Heights, Macomb County, Michigan, and contains approximately 0.17 acres. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. A vested right of access to 18½ Mile Road over the subject tract resides with the abutting owner. The tract was appraised by Michael Odette, Metro Region Property Analyst, on October 11, 2006, at \$1,800. The appraised tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on October 23, 2006, for the amount of \$1,800. The sole abutting owner, 6700 Development Associates, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$360, which represents a 20 percent bid deposit. The tract was not offered to the local municipalities prior to being offered to the public because the abutting owner would be landlocked if this tract were sold to anyone else. The property has been declared excess by the Bureau of Highways – Development.

\$1,800

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48311.

3. HIGHWAYS (Real Estate) – Resolution “B” (Railroad Easement)
Sale RR-025-E, Item 1, Control Section 8302H4, Parcel 22, Part I

The subject property tract is located in the city of Cadillac, Wexford County, Michigan, and contains approximately 3,000 square feet. Consumers Energy Company has requested an easement to provide electric service to a property owner. The appraisal process was waived because of the nominal value of the property. The approved processing fee of \$600 for transverse crossings has been received by MDOT. The property was not offered to the local municipality prior to being offered to the public because it is an easement. The property was determined to be excess by the Bureau of Aeronautics and Freight Services.

\$600

Purpose/Business Case: The purpose of granting an easement on railroad property is to allow state agencies, local units of government, or private parties the use of our property while we maintain the integrity of the railroad corridor by retaining the fee ownership. MDOT may charge a processing fee to offset costs associated with granting such easements.

Benefit: MDOT benefits by allowing the use of a portion of the railroad corridor without affecting the functionality of the corridor by retaining the fee interest. This addresses issues involving landlocked property, encroachments, or other property concerns.

Funding Source: N/A – revenue generating.

Commitment Level: Easements are processed for a fee established by an MDOT process team. The fees for state agencies and local units of government may be waived if used for a transportation purpose.

Risk Assessment: Easements are utilized in situations in which MDOT would like to retain fee ownership while addressing a specific real estate need.

Cost Reduction: The state does not accept less than fair market value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49601.

4. ***AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount**

Amendatory Contract (2006-0596/A1) between MDOT and the St. Clair County Board of Commissioners will add sub-base undercutting associated with the rehabilitation of taxiway C to the project and will increase the contract amount by \$32,000. The original contract provides for the rehabilitation of taxiway C at the St. Clair County International Airport in Port Huron, Michigan. The contract term remains unchanged, September 28, 2006, through September 27, 2026. The revised contract amount will be \$344,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$249,600	\$25,600	\$275,200
State Restricted Aeronautics Funds	\$ 54,600	\$ 5,600	\$ 60,200
St. Clair County Funds	\$ 7,800	\$ 800	\$ 8,600
Total	<u>\$312,000</u>	<u>\$32,000</u>	<u>\$344,000</u>

Purpose/Business Case: To increase the contract amount by \$32,000 to add sub-base undercutting associated with the rehabilitation of taxiway C. The undercutting is needed to secure a section of failing pavement that was found during construction.

Benefit: The rehabilitation will enhance the safety of airport users and will reduce maintenance costs for the county.

Funding Source: Federal Aviation Administration Funds - \$275,200; State Restricted Aeronautics Funds - \$60,200; St. Clair County Funds - \$8,600; Contract Total - \$344,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is that the project could not be completed as planned. St. Clair County would be responsible for the additional costs. The county cannot afford the additional cost at this time without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is an amendment to an existing project.

Zip Code: 48074.

5. *AERONAUTICS AND FREIGHT (Aeronautics) - Reimbursement for Airport Inspection and Data Collection

Contract (2007-0343) between MDOT and Southern Illinois University Carbondale (SIUC) will provide for reimbursement for the inspection of Michigan airports and for airport data collection for the Airport Safety Data Collection Program. There are 239 airports in Michigan. The Federal Aviation Administration (FAA) inspects twenty airports and the Bureau of Aeronautics and Freight (Aeronautics) inspects the remaining airports for the FAA Safety Data Program. Approval of this contract will help to recapture a portion of the costs of conducting the inspections and to standardize safety data collection and dissemination. The contract will be in effect from the date of award through September 30, 2007. The estimated revenue will be \$37,500.

Purpose/Business Case: To provide for reimbursement to the state for up to 75 airport safety data inspections conducted from October 1, 2006, through September 30, 2007.

Benefit: Airports are required by law to be licensed. The FAA requires that public use airports be inspected every three years.

Funding Source: This is a revenue contract. Revenue is estimated at \$37,500.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: Not awarding the contract could result in the loss of federal funds.

Cost Reduction: The amount of reimbursement is determined by the FAA and is not negotiable.

Selection: N/A.

New Project Identification: Airport inspections are conducted on an ongoing basis.

Zip Code: 48909.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Wetland Mitigation Bank Credits

Contract (2007-0352) between MDOT and the Ionia County Board of Commissioners will provide federal and state grant funds for the purchase of 3.3 acres of wetland mitigation bank credits at the Ionia County Airport in Ionia, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$83,500. Source of Funds: FAA Funds (via block grant) - \$66,800; State Restricted Aeronautics Funds - \$14,612; Ionia County Funds - \$2,088.

Purpose/Business Case: To provide federal reimbursement to the state for funds expended under a previous contract for the purchase of 3.3 acres of wetland mitigation bank credits.

Benefit: Will provide the state with 80 percent federal reimbursement.

Funding Source: FAA Funds (via block grant) - \$66,800; State Restricted Aeronautics Funds - \$14,612; Ionia County Funds - \$2,088; Contract Total - \$83,500.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The federal reimbursement amount is not negotiable.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48846.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Layout Plan Update
Contract (2007-0358) between MDOT and the Township of Grosse Ile will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Grosse Ile Municipal Airport in Grosse Ile, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$69,075. Source of Funds: FAA Funds (via block grant) - \$55,260; State Restricted Aeronautics Funds - \$12,088; Township of Grosse Ile Funds - \$1,727.
- Purpose/Business Case:** To provide for the update of the ALP.
Benefit: The updated ALP document will meet current FAA standards and requirements.
Funding Source: FAA Funds (via block grant) - \$55,260; State Restricted Aeronautics Funds - \$12,088; Township of Grosse Ile Funds - \$1,727; Contract Total - \$69,075.
Commitment Level: The contract is for a fixed cost.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.
Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.
Selection: N/A.
New Project Identification: This is for the update of an existing document.
Zip Code: 48138.
8. HIGHWAYS - IDS University Research Services
Authorization Revision (Z9/R1) under Contract (2002-0532) between MDOT and Michigan State University will extend the authorization term by approximately three months to provide sufficient time for the university to complete the services (26 days retroactive). The additional time is needed for the compilation of the field monitoring data and the writing of the final report. The original authorization, which expired on November 9, 2006, provided for the evaluation and field monitoring of bridge precast and prestressed box girders made from self-compacting concrete. This revision is retroactive because the MDOT project manager failed to request a time extension before the original authorization expired. The revised authorization term will be November 9, 2004, through January 31, 2007. The authorization amount remains unchanged at \$102,156. The contract term is from September 10, 2003, through September 10, 2006, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.
- Purpose/Business Case:** To extend the authorization term by approximately three months to provide sufficient time for the university to complete the services.
Benefit: The project will be completed, and a thorough investigation and accurate final report will be provided.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: Without the extension, a thorough investigation with an accurate final report cannot be completed.
Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: N/A for revision and for original authorization.
New Project Identification: This is not a new project.
Zip Code: 48824.

9. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2002-0648/A3) between MDOT and Hardesty & Hanover, LLP, will add the development and evaluation of additional alignments for the replacement of the bascule bridge, including all mechanical, electrical, and structural elements, to the project, will increase the contract amount by \$98,285.68, and will extend the contract term by eight months to provide sufficient time for the consultant to complete the services. The original contract provides for the performance of early preliminary engineering services for the bascule bridge replacement on M-85 (Fort Street) at the Rouge River in the city of Detroit, Wayne County (CS 82071 - JN 54049D). The revised contract term will be from November 14, 2002, through October 1, 2005, and from December 8, 2005, through June 1, 2008. The revised contract amount will be \$4,163,506.40. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To add the development and evaluation of additional alignments for the replacement of the bascule bridge, including all mechanical, electrical, and structural elements, to the project, to increase the contract amount by \$98,285.68, and to extend the contract term by eight months to provide sufficient time for the consultant to complete the services.

Benefit: Will keep the bridge in operational condition for vehicular and navigational traffic for the next thirty years.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, the bridge could continue to deteriorate, which could pose safety risks and cause the bridge to be closed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48217.

10. HIGHWAYS - Time Extension

Amendatory Contract (2003-0581/A3) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract term by approximately one year to provide sufficient time for the completion of the final close-out of the construction project and final review of the project files, at no additional cost. The Metro Region office is significantly behind in scheduling final reviews of project files. The original contract provides for full construction engineering services to be performed on US-12 from Firestone Avenue to Wyoming Avenue in Wayne County (CS 82061 - JN 47064A, 60369A). The revised contract term will be October 10, 2003, through December 31, 2007. The contract amount remains unchanged at \$1,443,579.02. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Will extend the contract term by approximately one year to provide sufficient time for the completion of the final close-out of the construction project and final review of the project files at no additional cost. This time extension is necessary to allow the consultant to complete the original construction engineering services.

Benefit: Will provide for continued construction engineering services that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, the consultant will not be able to complete the construction engineering services, which could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: N/A for amendment; qualifications-based for original contract.
New Project Identification: This is not a new project.
Zip Code: 48210.

11. HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0091/A1) between MDOT and Capital Consultants, Inc., will extend the indefinite delivery of services (IDS) contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z8) for which additional time is needed for completion of final deliverables. (See following item.) The original contract provides for consultant engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be February 3, 2004, through February 3, 2008. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the IDS contract term by one year to provide sufficient time for the consultant to complete an ongoing project under authorization (Z8). No new authorizations will be issued under this contract.

Benefit: Will allow authorization (Z8) to be extended, pending State Administrative Board approval.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, the consultant will not be able to complete the work under authorization (Z8).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

12. HIGHWAYS - IDS Engineering Consultant Services

Authorization (Z8/R3) under Contract (2004-0091) between MDOT and Capital Consultants, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. Additional time is required for the consultant to complete plans and submit final deliverables. The original authorization provides for design services to be performed for roadway improvements on M-43 in the village of Delton, Barry Township, Barry County (CS 08011 - JN 60507C). The revised authorization term will be September 15, 2005, through February 3, 2008. The authorization amount remains unchanged at \$310,458.50. The contract term is February 3, 2004, through February 3, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed to allow the consultant to complete plans and submit final deliverables.

Benefit: Will provide for continuing design services to be completed under this authorization.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, the consultant will not be able to complete the work under this authorization.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49046.

13. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2004-0748/A2) between MDOT and DLZ Michigan, Inc., will provide for the performance of additional design services and will increase the contract amount by \$19,618.80. The additional services will include services related to removing a proposed exit loop ramp at the Phoenix Road interchange from the design plans. The original contract provides for design rehabilitation services to be performed for I-196 from south of M-140 to south of 109th Avenue in Van Buren and Allegan Counties (CS 03033 - JN 60471C). The contract term remains unchanged, January 26, 2005, through January 31, 2007. The revised contract amount will be \$1,519,408.62. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services and to increase the contract amount by \$19,618.80. The additional services will include services related to removing a proposed exit loop ramp at the Phoenix Road interchange from the design plans.

Benefit: Will allow the rehabilitation/reconstruction project to meet the originally scheduled letting date for construction in 2007. The conditions and safety of the roadway and structures will be improved and long-term maintenance costs will be reduced.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, the rehabilitation project's scheduled completion could be delayed. Delay of the construction project could result in continued deterioration of the existing pavement, safety risks, and long-term maintenance costs. The strategy to improve the existing system and meet statewide condition goals will be in jeopardy.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 49090.

14. *HIGHWAYS - Increase Services and Amount

Amendatory Contract (2004-0808/A3) between MDOT and The Corradino Group of Michigan, Inc., will provide for the performance of additional services related to the preparation of the Environmental Impact Statement through the record of decision (ROD) for a new Detroit River International Crossing located within the geographic area of the cities of Detroit, Ecorse, River Rouge, and Wyandotte in Wayne County and will increase the contract amount by \$9,982,461. The additional services will include geotechnical analysis and services for additional public involvement, including the implementation of a drilling program ombudsman. The original contract provides for the performance of a study for all work related to the route planning and Environmental Impact Statement through the record of decision (ROD) for a new Detroit River International Crossing, including the preparation of documentation for approval under the United States National Environmental Policy Act (NEPA) and the coordination of NEPA activities with the Canadian Environmental Assessment Act and the Ontario Environmental Assessment Act. The contract term remains unchanged, December 27, 2004, through December 31, 2008. The revised contract amount will be \$31,458,226. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional services necessary for the preparation of the Environmental Impact Statement through the record of decision (ROD) for a new Detroit River International Crossing and to increase the contract amount by \$9,982,461.

- The original selection was based on the Brooks Act.
- The amendment to retain the services of the original consultant (Sole/Best Source) has been approved by MDOT and FHWA.
- Ninety-three percent of the total dollar amount of this amendment is for geotechnical drilling, obtaining permits to meet Michigan Department of Environmental Quality requirements, and the incorporation of industry leader evaluation as part of the geotechnical advisory group to include analysis of possible relocation of test borings, borehole gravity surveys, and vertical seismic profiling.
- Geotechnical deep test boring is necessary to fully investigate the deep rock profile that will ultimately support the proposed primary and secondary foundations for a new bridge across the Detroit River. Specifically, the investigation will examine for the presence of deep solution mining voids and related shallow distressed areas within the influence zone of the potential bridge foundations. The potential for such voids is known to exist in the crossing corridors. This consultant worked to meet the requirements of the Office of Commission Audit to obtain three bids for cost of drilling. Due to the specialized nature of drilling, the consultant was able to obtain two qualified bids and retained the lowest cost driller. The driller has not raised the cost of the bid within the past 6 months. The average cost of drilling per hole remains approximately half of the Canadian drilling cost.
- The geotechnical process was discussed among MDOT experts with a decision to proceed with the proposed method to avoid bidding complications that could result from complex coordination in an effort to eliminate any potential for fatal flaws. Within the current contract, the prime consultant will control the process and be responsible for immediate oversight. Nevertheless, our Canadian partners bid the drilling and their average cost per hole is twice as much as the United States.

Benefit: This amendment will provide for the performance of the additional services necessary for the preparation of the Environmental Impact Statement through the record of decision (ROD) for a new Detroit River International Crossing located within the geographic area of the cities of Detroit, Ecorse, River Rouge, and Wyandotte in Wayne County. Canada and the United States are the largest bilateral trade partners in the world. Thirty-five percent of all Canadian exports and 15 percent of all United States exports cross the Michigan-Ontario border at either Port Huron/Sarnia or Windsor/Detroit. Much of this trade is related to the auto industry. The Canada-United States-Ontario-Michigan Partnership includes MDOT, the FHWA, the Ontario Ministry of Transportation, and Transport Canada. The Partnership was formed to develop a long-term transportation strategy that will ensure the safe and efficient movement of individuals, goods, and services between Southeast Michigan and Southwest Ontario, including improved connections to national, state, provincial, and regional transportation systems. The Partnership began a Planning Needs and Feasibility Study in 2001. The study was completed in January 2004 and has documented the need for additional cross border roadbed capacity during the 30-year planning horizon. The Partnership has decided to pursue environmental clearance of a new crossing to meet future mobility needs.

Funding Source: 80% FHWA Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: In order to determine the feasibility of the final preferred alternative with respect to cost and the safety of the any future structure, the geological stability of the study area must be ascertained prior to the final determination of a location.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48202.

15. HIGHWAYS - IDS Time Extension

Amendatory Contract (2005-0154/A1) between MDOT and Spalding DeDecker Associates, Inc., will extend the indefinite delivery of services (IDS) contract term by two years to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorizations (Z3) and (Z9). The original contract provides for consultant engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be April 5, 2005, through April 4, 2010. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

The following two items are for revisions to authorizations issued under this IDS contract.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorizations (Z3) and (Z9).

Benefit: Will allow authorizations issued under this contract to be extended, pending State Administrative Board approval, as applicable.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to extend the expiration date will allow the contract to terminate and not allow ongoing authorizations issued under it to be extended.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for the original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

16. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R2) under Contract (2005-0154) between MDOT and Spalding DeDecker Associates, Inc., will extend the authorization term by two years to provide sufficient time for the consultant to complete the design services. The additional time is needed because MDOT has deferred the construction of the project. The original authorization provides for road design services for the rehabilitation of M-3 northbound for 3.23 miles, from Remick Street to Sandpiper Street, in the city of Mount Clemens and in Clinton Township, Macomb County (CS 50051 - JN 60445C). The revised authorization term will be August 23, 2005, through April 4, 2010. The authorization amount remains unchanged at \$224,647.19. The contract term will be April 5, 2005, through April 4, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for the consultant to complete the design services for the deferred project.

Benefit: The design services can be completed.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the design services cannot be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48043.

17. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z9/R1) under Contract (2005-0154) between MDOT and Spalding DeDecker Associates, Inc., will extend the authorization term by two years to provide sufficient time for the consultant to complete the design services. The additional time is needed because MDOT has deferred the construction of the project. The original authorization provides for road design services for the rehabilitation of two miles of eastbound and westbound M-59 from Wide Track Drive to Opdyke Road in the city of Pontiac, Oakland County (CS 63043 - JN 80915C). The revised authorization term will be September 11, 2006, through April 4, 2010. The authorization amount remains unchanged at \$726,442.97. The contract term will be April 5, 2005, through April 4, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for the consultant to complete the design services for the deferred project.

Benefit: The design services can be completed.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the design services cannot be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48342.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z1/R1) under Contract (2006-0082) between MDOT and Bergmann Associates, Inc., will provide for the performance of additional design services and will increase the contract amount by \$64,214.11. The additional services will include additional survey work, watermain design, and a change in pavement design for a portion of the project located on M-52 between Austin Road and Dutch Drive. The original authorization provides for reconstruction/cold milling on M-52 between Austin Road and Geiske Road in the village of Manchester, Washtenaw County (CS 81012 - JN 77662C). The authorization term remains unchanged, January 6, 2006, through December 20, 2008. The revised authorization amount will be \$600,508.60. The contract term is December 21, 2005, through December 20, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services, including additional survey work, watermain design, and a change in pavement design for a portion of the project.

Benefit: Will provide for an improved pavement ride, improved drainage, and an extended service life of the roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this service is not approved, the existing pavement will continue to deteriorate, and strategy to improve the existing system and meet statewide condition goals may be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48158.

19. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2006-0133) between MDOT and HNTB Michigan, Inc., will provide for engineering support services to be performed for the creation of a test facility in southeast Michigan to allow the automakers and Michigan's other partners to develop Vehicle Infrastructure Integration (VII) related technologies in Michigan. The authorization will be in effect from the date of award through February 8, 2009. The authorization amount will be \$388,035. The contract term is February 9, 2006, through February 8, 2009. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for engineering support services to be performed for the creation of a test facility in southeast Michigan to allow the automakers and Michigan's other partners to develop VII-related technologies in Michigan.

Benefit: The MDOT Intelligent Transportation System (ITS) Strategic Plan identifies deployment of and recognition for the VII program as one of the top objectives for the ITS program to maximize the safety and efficiency of Michigan's transportation system.

Funding Source: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, an opportunity to perform valuable VII testing in Michigan may be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48075.

20. HIGHWAYS - IDS University Research Services

Authorization (Z4) under Contract (2006-0411) between MDOT and Michigan State University will provide for an assessment of pavement acceptance criteria and an evaluation of how material and structural properties should be characterized in future pavement designs. The authorization will be in effect from the date of award through 26 months. The authorization amount will be \$220,090. The contract term is July 20, 2006, through July 19, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for an evaluation of MDOT's current construction acceptance criteria for materials and how the properties of those materials should be characterized and retained in future pavement designs. Past research and field investigations regarding distress initiation have found an array of factors that has contributed to the pavement's performance, both good and poor. The objective is to ensure that the acceptance/characterization process considers all pertinent factors related to pavement performance and weighs their input accordingly.

Benefit: Will provide the needed support to implement an array of acceptance criteria or revise existing criteria that relates to actual modes of deterioration in Michigan. In conjunction, a process to characterize material properties, as they were constructed, including the pavement's structural support characteristics, will be developed. These are needed to verify design assumptions to ensure that the expected pavement service life is achievable.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this research is not performed, current practices, which provide questionable accuracy and value, will remain in place. Unless there is supporting correlated evidence, the implementation of new criteria would be very difficult.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48824.

21. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2006-0620) between MDOT and URS Corporation Great Lakes will provide for the performance of design services for the I-96 and I-696 corridor project from Novi Road to Halsted Road in Oakland County (CS 63022 - JN 78980D). The structures for this project include those on I-96 eastbound and westbound over the Canadian National Railway Company tracks. The work items include design survey work, a structure study, maintaining traffic plans, permanent pavement marking plans, and bridge structure design plans. The authorization will be in effect from the date of award through October 8, 2009. The authorization amount will be \$260,547.81. The contract term is October 9, 2006, through October 8, 2009. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of design services for the I-96 and I-696 corridor project from Novi Road to Halsted Road in Oakland County. The structures for this project include those on I-96 eastbound and westbound over the Canadian National Railway Company tracks. The structures in need of replacement, which were constructed in the 1960s, are in poor condition because of increasing traffic volumes along I-96 and I-696 and also need to be widened to standard median bridge widths. The bridge deck surfaces currently show signs of distress and exposed deck rebar. The substructure units show severe cracking and spalling in some abutments, backwalls, and pier caps.

Benefit: Will provide increased safety through infrastructure improvements and potential economic benefits to the area through better access to local businesses and resources.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the bridges will continue to deteriorate and potential economic benefits to the area may be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48377.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2006-0620) between MDOT and URS Corporation Great Lakes will provide for the performance of design services for the I-96 and I-696 corridor project from Novi Road to Halsted Road in Oakland County (CS 63022 - JN 88378D). The structures for this project include those on I-96 eastbound and westbound over Milford Road in Milford. The work items include design survey work, a structure study, maintaining traffic plans, permanent pavement marking plans, and bridge structure design plans. The authorization will be in effect from the date of award through October 8, 2009. The authorization amount will be \$215,303.79. The contract term is October 9, 2006, through October 8, 2009. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of design services for the I-96 and I-696 corridor project from Novi Road to Halsted Road in Oakland County. The structures for this project include those on I-96 eastbound and westbound over Milford Road in Milford. The structures in need of replacement, which were constructed in the 1960s, are in poor condition because of increasing traffic volumes along I-96 and I-696 and also need to be widened to standard median bridge widths. The bridge deck surfaces currently show signs of distress and exposed deck rebar. The substructure units show severe cracking and spalling in some abutments, backwalls, and pier caps.

Benefit: Will provide increased safety through infrastructure improvements and potential economic benefits to the area through better access to local businesses and resources.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the bridges will continue to deteriorate and potential economic benefits to the area may be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48377.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2006-0620) between MDOT and URS Corporation Great Lakes will provide for the performance of design services for the I-96 and I-696 corridor project from Novi Road to Halsted Road in Oakland County (CS 63022 - JN 88947D). The structures for this project include those on I-96 eastbound and westbound over the CSX Transportation, Inc., tracks in Novi. The work items include design survey work, a structure study, and bridge structure design plans. The authorization will be in effect from the date of award through October 8, 2009. The authorization amount will be \$321,427.46. The contract term is October 9, 2006, through October 8, 2009. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of design services for the I-96 and I-696 corridor project from Novi Road to Halsted Road in Oakland County. The structures for this project include those on I-96 eastbound and westbound over the CSX Transportation, Inc., tracks in Novi. The structures in need of replacement, which were constructed in the 1960s, are in poor condition because of increasing traffic volumes along I-96 and I-696 and also need to be widened to standard median bridge widths. The bridge deck surfaces currently show signs of distress and exposed deck rebar. The substructure units show severe cracking and spalling in some abutments, backwalls, and pier caps.

Benefit: Will provide increased safety through infrastructure improvements and potential economic benefits to the area through better access to local businesses and resources.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the bridges will continue to deteriorate and potential economic benefits to the area may be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48377.

24. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2006-5372) between MDOT and the City of Fremont will provide for funding participation in the following improvements:

PART A

Installation of decorative street lighting and sidewalk construction along Highway M-82 from Industrial Drive to Market Street, including culvert extension work to accommodate sidewalk construction.

PART B

Watermain work in the vicinity of Snyder Street and sanitary sewer work in the vicinity of Dewitt Avenue.

The purpose of this amendment is to provide for the project to be divided into Part A and Part B and to change in the breakdown of the Part A portion of the project cost. No change is being made to the overall project cost.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$ 0.00	\$ 0	\$ 0.00
State Restricted Trunkline Funds	\$138,738.50	\$ 0	\$138,738.50
City of Fremont Funds	<u>\$138,738.50</u>	<u>\$22,800</u>	<u>\$161,538.50</u>
Total Funds	<u>\$277,477.00</u>	<u>\$22,800</u>	<u>\$300,277.50</u>

MG 62011 – 79505; Newaygo County
Amendment

Purpose/Business Case: To amend the original contract to allow Part A to be paid with 50 percent state funds.

Benefit: To provide for local infrastructure improvements.

Funding Source: 50% state funds and 50% City of Fremont funds for Part A; 100% City of Fremont funds for Part B.

Commitment Level: 50% state funds and 50% City of Fremont funds for Part A; 100% Village of Lake Odessa funds for Part B; based on estimate.

Risk Assessment: With amendment, improvements to City of Fremont facilities are reduced from 100 percent to 50 percent City of Fremont Funds.

Cost Reduction: Part A and Part B: low bid.

Selection: N/A.

New Project Identification: N/A. (Original was for rehabilitation of existing roadway.)

Zip Code: 49412.

25. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2007-0304) between MDOT and DLZ Michigan, Inc., will provide for the design of roundabouts at the intersection of M-43 at 72nd Street, County Road (CR) 384, 12th Street, and County Road (CR) 689 in South Haven Township, Van Buren County (CS 80041 - JN 87298C). The work items include drainage studies, traffic maintenance, pavement marking plans, permanent signing plans, and finding solutions to any problems that may arise. The authorization will be in effect from the date of award through October 23, 2009. The authorization amount will be \$158,258.39. The contract term is October 24, 2006, through October 23, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the design of roundabouts at the intersections of M-43 at 72nd Street, CR 384, 12th Street, and CR 689 in South Haven Township, Van Buren County.

Benefit: Will improve safety and extend the service life of this road, in accordance with MDOT's Five Year Plan.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the proposed project, the safety and service life of the pavement will continue to deteriorate.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49090.

26. *HIGHWAYS - IDS Engineering Services

Contract (2007-0307) between MDOT and Earl Engineering, PLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized

27. HIGHWAYS - IDS Engineering Services

Contract (2007-0354) between MDOT and Softdig of North Carolina, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

28. HIGHWAYS - IDS Engineering Services

Contract (2007-0355) between MDOT and TBE Group (Michigan), Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

29. *MACKINAC BRIDGE AUTHORITY - Time Extension

Amendatory Contract (2004-0250/A1) between the Mackinac Bridge Authority and KTA-Tator, Inc., will extend the contract term by seven months to provide sufficient time for the consultant to complete the services. The additional time is needed to allow consultant inspection services on the Mackinac Bridge to coincide with the contractor's schedule to provide touch up paint for rigging between the towers, which has been delayed due to the weather. The project will be completed as the weather permits. The original contract provides for the inspection of the cleaning and coating of the center span of the Mackinac Bridge, in Mackinac and Emmet Counties (CS 86000 - JN M00199). The revised contract term will be May 19, 2004, through July 31, 2007. The contract amount remains unchanged at \$1,175,128.86. Source of Funds: 100% Mackinac Bridge Authority Funds.

Purpose/Business Case: To extend the contract term by seven months to provide sufficient time for the consultant to complete inspection services. The original contract provides for the inspection of the cleaning and coating of the center span of the Mackinac Bridge in Mackinac and Emmet Counties.

Benefit: This amendment will provide for the additional time needed to allow consultant inspection services on the Mackinac Bridge to coincide with the contractor's schedule to provide touch up paint for rigging between the towers, which has been delayed due to the weather. The project will be completed as the weather permits.

Funding Source: 100% Mackinac Bridge Authority Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not approved, the inspection services may not be performed during the final phase of the project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 49781.

30. TRANSPORTATION PLANNING - IDS RoadSoft Training Program

Authorization (Z1) under Contract (2007-0339) between MDOT, on behalf of the Transportation Asset Management Council (TAMC), and Michigan Technological University (MTU) will provide for asset management training for local road agencies. The authorization will be in effect from January 1, 2007, through December 31, 2007. The authorization amount will be \$55,450. The contract term is January 1, 2007, through December 31, 2009. Source of Funds: 100% State Restricted Michigan Transportation Funds.

Purpose/Business Case: To comply with MCL 247.659a, which requires the use of asset management by road agencies in Michigan. This authorization will provide asset management training for local road agencies. This is a critical activity of the TAMC.

Benefit: Will provide training to local road agencies on asset management principles and their practical application.

Funding Source: 100% State Restricted Michigan Transportation Funds.

*Denotes a non-standard contract/amendment

Commitment Level: The authorization is for a fixed amount not to exceed \$55,450.

Risk Assessment: If the authorization is not approved, the local agencies would need to find other means of learning the principles of asset management.

Cost Reduction: The cost was reviewed by the TAMC for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49931.

31. TRANSPORTATION PLANNING - IDS RoadSoft Strategic Model

Authorization (Z2) under Contract (2007-0339) between MDOT, on behalf of the Transportation Asset Management Council (TAMC), and Michigan Technological University (MTU) will provide for the development of a strategic analysis model to be used by local units of government using pavement management software (RoadSoft). A pavement management system allows an engineer to determine the best fix to apply to a road to ensure the maximum useful life of that road. The authorization will be in effect from January 1, 2007, through December 31, 2007. The authorization amount will be \$177,264.11. The contract term is January 1, 2007, through December 31, 2009. Source of Funds: 100% State Restricted Michigan Transportation Funds.

Purpose/Business Case: To comply with MCL 247.659a, which requires the TAMC to recommend a statewide asset management strategy to the State Transportation Commission and the Michigan legislature. The use of a computer model is required for the development of such a strategy, and the TAMC has chosen RoadSoft as the model to be used.

Benefit: To fulfill MDOT's fiduciary responsibility under federal law for the maintenance of the federal-aid system. This is also a critical element in the ongoing partnership between MDOT and the local road agencies to institute asset management on a statewide basis. This tool will provide for better decision-making.

Funding Source: 100% State Restricted Michigan Transportation Funds.

Commitment Level: The authorization is for a fixed amount not to exceed \$177,264.11.

Risk Assessment If the authorization is not approved, ongoing development will cease, and enhanced functionality will not be added to the software. This will cause problems for the local road agencies, as requested functionalities will not be built into the system.

Cost Reduction: The cost was reviewed by the TAMC for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49931.

32. TRANSPORTATION PLANNING - IDS RoadSoft Maintenance and Development

Authorization (Z3) under Contract (2007-0339) between MDOT and Michigan Technological University (MTU) will provide for the ongoing maintenance and development of pavement management software (RoadSoft) used by local units of government. A pavement management system allows an engineer to determine the best fix to apply to a road to ensure the maximum useful life of that road. The authorization will be in effect from January 1, 2007, through December 31, 2007. The authorization amount will be \$683,276.37. The contract term is January 1, 2007, through December 31, 2009. Source of Funds: Federal Highway Administration Funds - \$546,621.10; State Restricted Trunkline Funds - \$136,655.27.

Purpose/Business Case: To continue with the ongoing development and maintenance of RoadSoft. RoadSoft is a pavement management system that assists local road agencies in the proper maintenance of their roads. MDOT's participation in the development and maintenance of this software is a crucial, auditable part of maintaining MDOT's fiduciary responsibility under 23 CFR 1, Sec. 27. MDOT's participation in this project is also crucial to its partnership with local road agencies in the development of a statewide asset management process, as required by Public Act 499 of 2002. It is critical to continue the development of RoadSoft for the overall maintenance of the federal-aid system in Michigan.

*Denotes a non-standard contract/amendment

Benefit: Will fulfill MDOT's fiduciary responsibility under federal law for the maintenance of the federal-aid system. This is also a critical element in the ongoing partnership between MDOT and the local road agencies to institute asset management on a statewide basis. This tool will provide for better decision-making.

Funding Source: Federal Highway Administration Funds - \$546,621.10; State Restricted Trunkline Funds - \$136,655.27.

Commitment Level: The authorization is for a fixed amount not to exceed \$683,276.37.

Risk Assessment: If the authorization is not approved, ongoing development will cease, and enhanced functionality will not be added to the software. This will cause problems for the local road agencies, as requested functionalities will not be built into the system.

Cost Reduction: The proposed cost for 2007 is higher than the 2006 cost due to additional functionality and a new approved benefits rate by the federal cognizant agency.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49931.

LOCAL PROJECTS

- 0.91 mi of hot mix asphalt cold milling and resurfacing
and culvert replacements on Parker Avenue from M-38 to
Airport Road, in the village of Ontonagon, Ontonagon County.

2 Bidders

Purpose/Business Case: This project is for the resurfacing of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

53254A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49953.

EXTRAS

34. **Extra 2006 - 165**

Control Section/Job Number:	25031-78744	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Midwest Bridge Company P O Box 40 Williamston, MI 48895	
Designed By:	Wilcox Professional Services, LLC	
Engineer's Estimate:	\$570,541.76	

Description of Project:

16.04 mi of freeway and non-freeway sign upgrading on US-23 from the Livingston north county line to I-75 and on US-23BR from the US-23/Owen Road interchange to the US-23/Silver Lake Road interchange in the city of Fenton, Genesee County.

Administrative Board Approval Date:	December 6, 2005	
Contract Date:	March 17, 2006	
Original Contract Amount:	\$685,396.75	
Total of Overruns/Changes (Approved to Date):	(21,534.00)	- 3.14%
Total of Extras/Adjustments (Approved to Date):	29,400.00	+ 4.29%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>119,000.00</u>	<u>+ 17.36%</u>
Revised Total	<u>\$812,262.75</u>	+ 18.51%

Offset Information

Total Offsets This Request	(\$146,500.00)	- 21.37%
Net Revised Request	(\$27,500.00)	- 4.01%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.15% over the original budget for an **Authorized to Date Amount** of \$693,262.75.

Approval of this extra will place the authorized status of the contract 18.51% or \$126,866.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

This contract modification request payment for the following Extra(s)/Adjustment(s) to the contract:

Steel Sheet Piling, Temp, Left in Place	440.000 Ft @ \$50.00/Ft	\$22,000.00
Fdn, Truss, Type C	2.000 Ea @ \$18,500.00/Ea	37,000.00
Truss, Type C, 75 foot	1.000 Ea @ \$60,000.00/Ea	60,000.00
Total		<u>\$119,000.00</u>

CM 2 Offset Information

Fdn, Truss Sign Structure Type E, 42 inch		
Diam, Uncased	-86.000 Ft @ \$750.00/Ft	(\$64,500.00)
Truss, Type E	-1.000 Ea @ \$82,000.00/Ea	(82,000.00)
Total		(\$146,500.00)

Net Revised CM 2 Request	(\$27,500.00)
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Reason(s) for Extra(s)/Adjustment(s):

Section 105.10 of the 2003 Standard Specification for Construction states that steel and iron materials permanently incorporated in projects shall have been produced in the State, Territories, or Possessions of the United States. American made Type E steel vertical supports could not be delivered to complete the project on time. Therefore, the MDOT Engineer directed the contractor to change the as planned Type E trusses and foundations to Type C trusses and foundations so the project could be completed on time. The extra cost for Steel Sheet Piling, Temp, Left in Place; Fdn, Truss, Type C; and Truss, Type C, 75 foot were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index. The extra cost is completely offset by a \$146,500 reduction in the original items listed above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 16, 2006, meeting, and is now recommended for approval by the State Administrative Board on December 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48430.

35. **Extra 2006 - 166**

Control Section/Job Number: 13121-81271 MDOT Project

State Administrative Board - Does not meet criteria

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Tri-Valley Landscaping, Inc.
 2363 S. Miller Road
 Saginaw, MI 48609

Designed By: MDOT
 Engineer's Estimate: \$151,347.76

Description of Project:

1.0 mile of median landscaping and colored concrete overlay on I-94BL at Helmer Road in the city of Springfield, Battle Creek Township, Calhoun County.

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	April 15, 2005	
Original Contract Amount:	\$172,363.10	
Total of Overruns/Changes (Approved to Date):	(12,626.95)	- 7.33%
Total of Extras/Adjustments (Approved to Date):	13,125.00	+ 7.61%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>10,564.00</u>	<u>+ 6.13%</u>
Revised Total	<u>\$183,425.15</u>	+ 6.41%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.28% over the original budget for an **Authorized to Date Amount** of \$172,861.15.

Approval of this extra will place the authorized status of the contract 6.41% or \$11,062.05 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Plant Remove/Replace Special	1.000 LS @ \$10,564.00/LS	<u>\$10,564.00</u>
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Total

\$10,564.00

Reason(s) for Extra(s)/Adjustment(s):

For improved clear vision, the contractor was directed to replace the tall grass plants with shorter 12 inch tall plants. The cost includes removing the tall plants, replanting them at a location better suited for vision, and providing and placing a new shorter plant. A total of 278 plants will be changed. The unit price was negotiated with the contractor and deemed reasonable when compared to the price of the plants in the contract.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Transportation Commission November 16, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48350.

36. **Extra 2006 - 167**

Control Section/Job Number:	39405-56213	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Robert Bailey Contractors, Inc. 1727 Construction Drive Kalamazoo, MI 49048	
Designed By:	Wightman & Associates, Inc.	
Engineer's Estimate:	\$2,432,822.00	

Description of Project:

1.06 miles of road reconstruction including storm sewer, water main construction, concrete curb and gutter, concrete sidewalks, hot mix asphalt paving, signal modernization, pavement markings, and restoration on Oakland Drive from Milham Avenue to Romence Road, in the city of Portage, Kalamazoo County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	April 27, 2004	
Original Contract Amount:	\$2,113,000.00	
Total of Overruns/Changes (Approved to Date):	62,435.74	+ 2.95%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>173,690.59</u>	<u>+ 8.22%</u>
Revised Total	<u>\$2,349,126.33</u>	+ 11.17%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.95% over the original budget for an **Authorized to Date Amount** of \$2,175,435.74.

Approval of this extra will place the authorized status of the contract 11.17% or \$236,126.33 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3, 4

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Tree Relocation	11.000 Ea @ \$115.00/Ea	\$1,265.00
Cedar Shredded Bark	48.000 Cyd @ \$81.00/Cyd	3,888.00
Topsoil for Boulevard Planters	6.00 Cyd @ \$45.00/Cyd	270.00
Lower Sanitary Lead	28.000 Ea @ \$30.00/Ea	840.00
Nighttime Paving	1.000 LS @ \$3,658.73/LS	3,658.73
HMA Valley Gutter	1.000 LS @ \$5,019.61/LS	5,019.61
HMA Spillway and Approach	1.000 LS @ \$1,200.00/LS	1,200.00
Waterborne Only Legend	6.000 Ea @ \$51.75/Ea	310.50
Waterborne Thru Legend	3.000 Ea @ \$34.50/Ea	103.50
Waterborne LTA Symbol	2.000 Ea @ \$46.00/Ea	92.00
Waterborne RTA Symbol	3.000 Ea @ \$46.00/Ea	138.00
24" Stop Bar	191.000 Ft @ \$4.55/Ft	869.05
12" Cross Hatch	181.000 Ft @ \$2.28/Ft	412.68
Temp. Curve Arrow – Left Turn	37.000 Ea @ \$63.25/Ea	2,340.25
Cabinets with Permanent Counters	2.000 Ea @ \$8,970.00/Ea	17,940.00
Interconnect Cable Remove and Install	1.000 Ea @ \$2,070.00/Ea	2,070.00
Electrical Service Repair	1.000 LS @ \$1,286.64/LS	1,286.64
Linestop, 16"	1.000 Ea @ \$8,000.00/Ea	8,000.00
Linestop, 8"	2.000 Ea @ \$6,865.00/Ea	13,730.00
Curb Box Replacement	73.000 Ea @ \$565.00/Ea	41,245.00
Conduit, Directional Bore, 2 inch	831.000 Ft @ \$6.50/Ft	5,401.50
Conduit, Directional Bore, 3 inch	152.000 Ft @ \$7.00/Ft	1,064.00
Conduit, Directional Bore, 4 inch	520.000 Ft @ \$7.50/Ft	3,900.00
Conduit, Directional Bore, 6 inch	183.000 Ft @ \$8.80/Ft	1,610.40
Dr Str, Add Depth, 48" dia, 8'-15', Leaching Basin	14.880 Ft @ \$350.00/Ft	5,208.00
Hydrant, Adj – Extension	11.000 Ea @ \$466.00/Ea	5,126.00
Light Std Arm, Install	1.000 Ea @ \$2,461.00/Ea	2,461.00
Pavt Mrkg, Ovly Cold Plastic, 4", White	34.000 Ft @ \$2.70/Ft	91.80
Pavt Mrkg, Type R, 4 inch, Yellow, Temp	400.000 Ft @ \$1.44/Ft	576.00
Pavt Mrkg, Waterborne, 4 inch, White	1,039.000 Ft @ \$0.29/Ft	301.31
Pavt Mrkg, Waterborne, 4 inch, Yellow	1,328.000 Ft @ \$0.29/Ft	385.12
Pedestal, Alum	1.000 Ea @ \$920.00/Ea	920.00
Pedestal, Fdn	1.000 Ea @ \$920.00/Ea	920.00
Steel Pole, Rem	1.000 Ea @ \$1,046.50/Ea	1,046.50
Total		<u>\$133,690.59</u>

CM 4

Conduit Sweep	400.000 Ea @ \$100.00/Ea	\$40,000.00
Total		<u>\$40,000.00</u>

Grand Total

\$173,690.59

Reason(s) for Extra(s)/Adjustment(s):**CM 3**

There were 11 trees planted on the project and after placement the property owners requested the trees be relocated. The contractor was directed to relocate the trees to areas that were acceptable to the property owners and the City of Portage. This extra work is 100 percent funded by the City of Portage. The extra cost for the Tree Relocation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time and materials needed to relocate the trees.

A property owner was concerned with maintenance of an area behind a new retaining wall which was placed as part of the project. They preferred the area be something that would not need to be mowed. The contractor was directed to supply and place Cedar Shredded Bark behind the retaining wall in lieu of topsoil and seeding the area. This extra work is 100 percent funded by the City of Portage. The extra cost for the Cedar Shredded Bark was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time and materials needed to supply and place the bark.

The project was designed with a median at the location where the bike path crossed to provide an area for bikers to stop before crossing the next direction of traffic. While under construction, the city requested that the median have areas with plants installed instead of stamped concrete. The contractor was directed to install Topsoil for Boulevard Planters for the planting areas. This extra work is 100 percent funded by the City of Portage. The extra cost for the Topsoil for Boulevard Planters was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time and materials needed to complete the work.

Some of the sanitary sewer leads were found to be in conflict with the storm sewer. The contractor was directed to lower the sanitary sewer leads. This extra work is 100 percent funded by the City of Portage. The extra cost to Lower Sanitary Lead was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time and materials needed to complete the work.

To prevent large backups and delays to traffic, the contractor was directed to complete some of the paving at night. The item was set up to cover the contractor's cost for additional equipment to light the area and cover additional overtime needed for the work. This extra work is 100 percent funded by the City of Portage. The extra cost for the Nighttime Paving was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time, equipment, and materials needed to complete the work.

To reduce the rain water that would drain across adjacent residential properties, the contractor was directed to install a Hot Mix Asphalt (HMA) Valley Gutter on the existing pavement. This extra work is 100 percent funded by the City of Portage. The extra cost for the HMA Valley Gutter was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time, equipment, and materials needed to complete the work.

To help control rain water run-off and reduce the chance of erosion, the contractor was directed to install a HMA Spillway and Approach near the intersection of Romence Road and Oakland Drive. This extra work is 100 percent funded by the City of Portage. The extra cost for the HMA Spillway and Approach was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time, equipment and materials needed to complete the work.

The project was completed up through the leveling course of asphalt before winter. The top course of asphalt was placed in the spring. To open the road through the winter, temporary pavement markings were required. The contractor was directed to place the temporary pavement markings to delineate traffic through the winter. This extra work is 100 percent funded by the City of Portage.

The project was designed with a median at the location where the bike path crossed to provide an area for bikers to stop before crossing the next direction of traffic. To help increase safety at the bike path crossing area, the contractor was directed to install a Light Standard Arm. This Light Standard Arm was removed from the intersection of Oakland Dr. and Milham Road and reused at this location. This extra work is 100 percent funded by the City of Portage. The extra cost for the Light Std Arm, Install was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time and materials needed to complete the work.

The extra cost for the temporary pavement markings included: Waterborne Only Legend, Waterborne Thru Legend, Waterborne LTA Symbol, Waterborne RTA Symbol, 24" Stop Bar, 12" Cross Hatch, Temp. Curve Arrow – Left Turn, Pavt Mrkg, Ovly Cold Plastic, 4" White, Pavt Mrkg, Type R, 4 inch, Yellow, Temp, Pavt Mrkg, Waterborne, 4 inch, White, Pavt Mrkg, Waterborne, 4 inch, Yellow were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to MDOT's Average Unit Price Index.

The city requested that traffic counters be installed in separate cabinets at two separate intersections. The contractor was directed to supply and install the counters in separate cabinets at the intersections of Oakland Dr. and Milham Rd., and Oakland Dr. and Romence Rd. The work also required removing and installing the interconnect cable for one intersection. This extra work is 100 percent funded by the City of Portage. The extra cost for the Cabinets with Permanent Counters and Interconnect Cable Remove and Install was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items completed by the City of Portage on other projects in the area.

An electric line located under a driveway was damaged while the contractor was working on the driveway. The contractor was directed to repair the line. This extra work is 100 percent funded by the City of Portage. The extra cost for the Electrical Service Repair was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time, equipment, and materials needed to complete the repair.

To complete the connections for the waterlines, the existing waterline needed to be shut down. At the location of the tie-in to the old waterline, the city did not have any valves close enough that would not affect too many homes when the water would be turned off. The contractor was directed to use a linestop closer to the location of the tie-in so fewer homes would be impacted by turning the water off. This extra work is 100 percent funded by the City of Portage. The extra cost for the Linestop, 16" and Linestop, 8" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time, equipment, and materials needed to complete the work.

The project was originally designed to have the curb boxes adjusted, but once the work started it was determined that the original curb boxes were too rusted to adjust. The contractor was directed to replace the curb boxes. This extra work is 100 percent funded by the City of Portage. The extra cost for the Curb Box Replacement was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time, equipment, and materials needed to complete the work.

The final design and location for the various utilities involved in the project were not completed prior to the project starting. Once the final locations were determined, the road had the first two lifts of asphalt placed. The contractor was directed to place conduit using directional borings under the road so that the road would not need to be open cut. This extra work is 100 percent funded by the City of Portage. The extra costs for the Conduit, Directional Bore, 2 inch, Conduit, Directional Bore, 3 inch, Conduit, Directional Bore, 4 inch, and Conduit, Directional Bore, 6 inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to MDOT's Average Unit Price Index.

The storm sewer line needed to be lowered to avoid a watermain. After the line was lowered it was determined that the depth of the connecting leaching basin would not be deep enough. The contractor was directed to place the leaching basins deeper to allow the connection of the lowered line. This extra work is 100 percent funded by the City of Portage. The extra cost for the Dr Str, Add Depth, 48" dia, 8'-15', Leaching Basin was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index.

The project was originally designed to have the fire hydrants adjusted based on a watermain depth of 5 feet. Once work started, it was determined that the watermain at various locations was between 5.5 feet and 7 feet. The contractor was directed to adjust the fire hydrants to the proper height acceptable to the Portage Fire Department. This extra work is 100 percent funded by the City of Portage. The extra cost for the Hydrant, Adj - Extension was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time, equipment, and materials needed to complete the work.

At the request of the city fire department, a signal was installed across the street from the fire station. The contractor was directed to install a pedestal mounted signal opposite the fire station. This extra work is 100 percent funded by the City of Portage. The extra costs for the Pedestal, Alum and Pedestal, Fdn were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. These costs were deemed reasonable based on the additional time, equipment, and materials needed to complete the work.

The project was originally designed to have a steel pole removed by the utility company that owned the pole. Once construction started, it was determined that the City of Portage owned the pole. The contractor was directed to remove the steel pole. This extra work is 100 percent funded by the City of Portage. The extra cost for the Steel Pole, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time, equipment, and materials needed to complete the work.

CM 4

There were 106 hand holes installed for the purpose of relocating the overhead utilities to underground. There were 400 sweeps installed for access to these hand holes. The utility companies required the contractor to construct the sweeps to very precise specifications, which were more detailed than those provided to the engineer during the preliminary engineering phase. Consumers Energy required concrete to be poured around the conduits that were to carry their primary electrical lines. The contractor requested compensation of an additional \$100 per sweep for the expense of meeting the requirements of the utility companies. This extra work is 100 percent funded by the local agency. The extra cost for Conduit Sweep was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time and materials needed to construct the sweeps according to the requirements of each respective utility company.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Administrative Board on December 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 61.22%; City of Portage, 38.78%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49024.

37. **Extra 2006 - 168**

Control Section/Job Number: 84912-78772 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Action Traffic Maintenance, Inc.
5182 South Saginaw
Flint, MI 48507

Designed By: H. W. Lochner, Inc.
Engineer's Estimate: \$1,389,882.10

Description of Project:

70.0 miles of freeway sign upgrading on I-75 from the south Otsego County line north to Mackinaw City in the villages of Vanderbilt and Mackinaw City, city of Gaylord, Otsego, Cheboygan, and Emmet Counties.

Administrative Board Approval Date:	November 1, 2005	
Contract Date:	November 23, 2005	
Original Contract Amount:	\$1,635,128.03	
Total of Overruns/Changes (Approved to Date)	:0.00	0.00%
Total of Extras/Adjustments (Approved to Date)	:0.00	0.00%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
THIS REQUEST	<u>325,964.36</u>	<u>+ 19.94%</u>
Revised Total	<u>\$1,961,092.39</u>	19.94%

Offset Information

Total Offsets This Request	(\$374,621.28)	- 22.91%
Net Revised Request	(\$48,656.92)	- 2.98%

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 0.00% over the original budget for an Authorized to Date Amount of \$1,635,128.03.

Approval of this extra will place the authorized status of the contract 19.94% or \$325,964.36 over the Original Contract Amount.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r.1

This contract modification request payment for the following Extra(s)/Adjustment(s) to the contract:

Fdn, Cant. Sign Structure		
Type E, 48 inch Uncased	117.000 Ft @ \$775.00/Ft	\$90,675.00
Fdn, Truss, Type C	4.000 Ea @ \$13,900.00/Ea	55,600.00
Sign, Type IB Modified	100.000 Sft @ \$15.93/Sft	1,593.00
Sign, Type IIA D10-4 Spec	958.500 Sft @ \$21.63/Sft	20,732.36
Sign, Type IIB Modified	560.000 Sft @ \$13.15/Sft	7,364.00
Steel Sheet Piling, Temp, Left in Place	880.000 Sft @ \$25.00/Sft	22,000.00
Truss, Type C, 90 foot	1.000 Ea @ \$63,500.00/Ea	63,500.00
Truss, Type C, 95 foot	1.000 Ea @ \$64,500.00/Ea	64,500.00
Total		<u>\$325,964.36</u>

CM 1 r.1 Offset Information

Fdn, Cantilever Sign Structure		
Type E, 42 inch Dia, Uncased	-117.000 Ft @ 550.00/Ft	(\$64,350.00)
Fdn, Truss Sign Structure Type E,		
42 inch Dia, Uncased	-179.000 Ft @ \$600.00/Ft	(\$107,400.00)
Truss, Type E, 90 foot	-1.000 Ea @ \$88,000.00/Ea	(\$88,000.00)
Truss, Type E, 95 foot	-1.000 Ea @ \$91,000.00/Ea	(\$91,000.00)
Cantilever, Type E	-1.000 Ea @ \$15,800.00/Ea	(\$15,800.00)
Sign, Type IIIA	-568.000 Sft @ \$14.21/Sft	(\$8,071.28)
Total		(\$374,621.28)

Net Revised CM 1 r.1 Request (\$48,656.92)

Reason(s) for Extra(s)/Adjustment(s):

The MDOT Engineer determined, after discussions with Lansing Traffic and Safety, that the reinforcement and anchor bolts for the three cantilever sign foundations could not fit into the proposed 42 inch diameter hole. The contractor was directed to use a 48 inch diameter hole and corresponding reinforcement and anchor bolts. The extra cost for Fdn, Cant. Sign Structure Type E, 48 inch Uncased was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index. The extra cost is offset by a \$64,350 reduction in the original items listed above.

Section 105.10 of the 2003 Standard Specification for Construction states that steel and iron materials permanently incorporated in projects shall have been produced in the State, Territories, or Possessions of the United States. American made Type E steel vertical supports could not be delivered to complete the project on time. Therefore, the MDOT Engineer directed the contractor to change the as planned Type E trusses and foundations to Type C trusses and foundations so the project could be completed on time. The extra costs for: Fdn, Truss, Type C; Steel Sheet Piling, Temp, Left in Place; Truss, Type C, 90 foot; and Truss, Type C, 95 foot was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index. The extra costs are completely offset by a \$302,200 reduction in the original items listed above.

Due to a new design for the mile marker signs which will now include the route information, the contractor was directed to fabricate, furnish, and install the new mile marker signs. The extra cost for Sign, Type IIA D10-4 was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with the original bid items and MDOT's Average Unit Price Index. The extra cost is offset by a \$8,071.28 reduction in the original items listed above

Due to a change in the speed limit for trucks, the contractor was directed to fabricate, furnish and install new speed limit signs. The extra costs for Sign, Type IB Modified and Sign, Type IIB Modified were negotiated per Section 103.04 of the Standard Specifications for Construction. The costs were deemed reasonable when compared with the original bid items and MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 16, 2006, meeting, and is now recommended for approval by the State Administrative Board on December 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 98.78%; State Restricted Trunkline, 10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49701, 49735.

38. **Extra 2006 - 169**

Control Section/Job Number: 84912-78793 MDOT Project

State Administrative Board: This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission: This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Highway Service Co., Inc.
26401 Hall Road
Woodhaven, MI 48183

Designed By: H. W. Lochner, Inc.
Engineer's Estimate: \$1,149,684.65

Description of Project:

64.1 miles of freeway sign upgrading on I-75 from the south Ogemaw County line to the north Crawford County line in the village of Roscommon, cities of West Branch and Grayling, Ogemaw, Roscommon, and Crawford Counties.

Administrative Board Approval Date:	November 1, 2005	
Contract Date:	December 1, 2005	
Original Contract Amount:	\$1,226,464.85	
Total of Overruns/Changes (Approved to Date):	0.00	0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+0.00%
THIS REQUEST	<u>219,809.76</u>	<u>+17.92%</u>
Revised Total	<u>\$1,446,274.61</u>	+17.92%
Offset Information		
Total Offsets This Request	(\$264,594.16)	- 21.57%
Net Revised Request	(\$44,784.40)	- 3.65%

SUMMARY:

The total of all Extras and Overruns approved to date, before this request, places this contract 0.00% over the original budget for an Authorized to Date Amount of \$1,226,464.85.

Approval of this extra will place the authorized status of the contract 17.92% or \$219,809.76 over the Original Contract Amount.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r.1

This contract modification request payment for the following Extra(s)/Adjustment(s) to the contract:

Fdn, Truss, Type C	2.000 Ea @ \$12,900.00/Ea	\$25,800.00
Fdn, Truss, Type D	2.000 Ea @ \$13,900.00/Ea	27,800.00
Sign, Type IIA D10-4	864.000 Sft @ \$18.51/Sft	15,992.64
Steel Sheet Piling, Temp, Left in Place	660.000 Sft @ \$35.00/Sft	23,100.00
Truss, Type C, 70 foot	1.000 Ea @ \$53,752.50/Ea	53,752.50
Truss, Type D, 110 foot	1.000 Ea @ \$73,364.62/Ea	<u>73,364.62</u>
Total		<u>\$219,809.76</u>

CM 1 Offset Information

Fdn, Cantilever Sign Structure Type E, 42 inch Dia, Uncased	-72.000Ft @ 500.00/Ft	(\$36,000.00)
Fdn, Truss Sign Structure Type E, 48 inch Dia, Uncased	-78.000 Ft @ \$600.00/Ft	(\$46,800.00)
Truss, Type E, 110 foot	-1.000 Ea @ \$102,130.96/Ea	(\$102,130.96)
Truss, Type E, 70 foot	-1.000 Ea @ \$79,663.20/Ea	(\$79,663.20)
Total		(\$264,594.16)

Net Revised CM 1 Request (\$44,784.40)

Reason(s) for Extra(s)/Adjustment(s):

Section 105.10 of the 2003 Standard Specification for Construction states that steel and iron materials permanently incorporated in projects shall have been produced in the State, Territories, or Possessions of the United States. American made Type E steel vertical supports could not be delivered to complete the project on time. Therefore, the MDOT Engineer directed the contractor to change the as planned Type E trusses and foundations to Type C and Type D trusses and foundations so the project could be completed on time. The extra cost for Steel Sheet Piling, Temp, Left in Place; Fdn, Truss, Type C; Truss, Type C, 70 foot; Fdn, Truss, Type D; and Truss, Type D, 110 foot were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index. The extra cost is completely offset by a \$264,594.16 reduction in the original items listed above.

Due to a new design for the mile marker signs which will now include the route information on the sign, the contractor was directed to fabricate, furnish, and install the new mile marker signs. The extra cost for Sign, Type IIA D10-4 was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with the original bid items and MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 16, 2006, meeting, and is now recommended for approval by the State Administrative Board on December 5, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The

bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49738.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of May 17, 2006.

Respectfully submitted,

Kirk T. Steudle
Director